CITY OF KIRKLAND CAPITAL IMPROVEMENT PROGRAM 2015 TO 2020

PROJECT #	NM 0119 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT	DOWNTOWN PEDESTRIAN ACCESS STUDY		
TITLE			
PROJECT	The Kirkland Central Downtown Core, including Lake Street, Central	PROJECT START	PROJECT STATUS
LOCATION	Way and Kirkland Avenue.	2017	Existing Project

DESCRIPTION/JUSTIFICATION

A study to improve pedestrian safety and access, while potentially reducing delay for transit and motorized vehicles. The Study would include evaluating pedestrian crossings on Lake Street, Central Way and Kirkland Avenue. It would also study the signalized intersections at Central Way and Lake Street, and at Kirkland Avenue and Lake Street. The study would evaluate existing conditions and recommend a set of improvements. It would also include community involvement. Possible outcomes could include but are not limited to traffic signal upgrades, signal phasing modifications, mid-block crossing signalization/relocation, and access management.

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS
Transportation Master Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	100 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL COSTS	Prior Year(s)	2017	2018	2019	2020	2021	2022	2017-2022 TOTAL	Future Year(s)	Total Project
Planning/Design/	0	34,000	0	0	0	0	0	34,000	0	34,000
Engineering										
In-House Professional Svcs.	0	16,000	0	0	0	0	0	16,000	0	16,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/ Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	50,000	0	0	0	0	0	50,000	0	50,000
NEW MAINT. AND										
OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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TITLE		

CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	None - a Study only
Community economic impacts	Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.
Health and safety, environmental, aesthetic, or social effects	Projects coming from the Plan will remove barriers for improving pedestrian access to local businesses.
Responds to an urgent need or opportunity	The need for multi-functional non-motorized facilities throughout Kirkland is an element of the City's Transportation Master Plan.
Feasibility, including public support and project readiness	Project is desired by the public and is technically feasible.
Conforms to legal or contractual obligations	Any future project will be designed and built to comply with professional and legal requirements.
Responds to state and/or federal mandate	N/A
Benefits to other capital projects	To be determined.
Implications of deferring the project	A missed opportunity for enhanced pedestrian amenities along the Lake Washington Lake Front.
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Moss Bay, Market</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachment (Specify)
LEVEL OF SERVICE IMPACT	 □ Project provides no new capacity (repair, replacement or renovation). □ Project provides new capacity. Amount of new capacity provided: ☑ Project assists in meeting/maintaining adopted level of service. ☑ Project required to meet concurrency standards.